

"AND" OTHER PLANTS SHORT OF

EDISON CO. SUPPLY SHORT

Many Other Plants Will Be Out of Fuel If Ship Strike Is Prolonged

A cold famine that may seriously cripple the Edison Electric and other traction, light and power plants in this city next winter is threatened by the shipping strike. Experts say ten days more of the strike will cause a shortage that cannot be made good.

The Electric has only about two tons of coal on hand, instead of the 10,000 with which the bunkers are usually supplied at this time of year. The hauling of coal by rail is much more difficult, as well as almost prohibitive in cost.

The Edison Electric Light Company is another big concern hard hit by the strike of the marine workers. All its coal shipments in the past have been by water, and this is the time of year that the steaming up process usually begins.

The Electric, which has no facilities for getting coal by rail, now has only the best quality bituminous from Virginia. If the stop of shipping lighted vessels were to last for a week or more, the Edison Electric Light Company is another big concern hard hit by the strike of the marine workers. All its coal shipments in the past have been by water, and this is the time of year that the steaming up process usually begins.

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BROOKLINE GIRL NAMED AS MOVIE BEAUTY



Helen Lee Worthing, who has been designated as one of the three candidates in beauty contest, the final winner of which gets two years' training for the film. Miss Worthing forgot all about the competition and now is engaged in a struggle with tan and freckles. Photo by White, Boston.

RAIDED GIRLS START WORCESTER CLEANUP

Worcester, July 22.—The police of Worcester are starting a cleanup of the city, particularly the rooming houses. Six hundred of the campaign have been inaugurated to prevent immorality in the Lake Quinsigamond section. They are now being carried out in the rooming houses where vice is alleged to be rampant.

The action of the police follows the arrest of three women in a rooming house conducted by foreigners on Southbridge street. The girls gave their names as Mary, Rose, Marion, Marion, Marion, and Rose. They were charged with prostitution.

EXTRA COACHES FOR B. & A. COMMUTERS

All Boston & Albany train running in the suburban service between Boston and Worcester, on the main line and Highland street, both in the morning and afternoon, will have extra coaches as necessary to accommodate the increased number of passengers. The extra coaches will be used in the morning and afternoon hours.

KEITH PUT \$217,800 INTO LIBERTY BONDS

The late A. Paul Keith personally invested \$217,800 in Liberty Bonds, according to the various financial companies according to the inventory filed by the special administrator. The inventory shows Mr. Keith's personal estate valued at \$217,800. This does not include his holdings in real estate outside of Massachusetts, which are understood to be much larger than his holdings in the State.

WINTHROP MAY CUT FEES FOR EX-SOLDIERS

Julius Charles J. Brown of Boston will urge at the annual town meeting of Wintthrop in the High School Auditorium, Wintthrop, tonight, that the town should reduce its fee to service men to \$100 a year, from \$150.

TELEPHONE INCOMES TOOK \$146,786 DROP

Washington, July 22.—A summary of the report of the long distance telephone companies for the month of April, made public by the Interstate Commerce Commission, showed a decrease in the operating income of \$146,786, compared with April, 1918.

COURT ENJOINS TO VETERAN "ACTOR"

Vagrant Pleads 'Clean Record' in East Boston and Gets Suspended Sentence

In the East Boston Court today John C. Rogers told the judge he was once an actor, and a good one. He admitted that he had been arrested for vagrancy and given him a suspended sentence at the State Prison.

Nathan Straus Would Be First Mayor of Jerusalem

By International News Service, New York, July 22.—Nathan Straus, New York merchant and philanthropist, wants to be the first Mayor of Jerusalem if the peace conference will admit him.

POLICE CALLED FOR DISORDERLY FISH PILOTS

Boston police have been called to the scene of a disturbance in the harbor today. The police were called to the scene of a disturbance in the harbor today. The police were called to the scene of a disturbance in the harbor today.

PERKINS TO LEAD BIG DRIVE FOR HARVARD

James Nelson Perkins has been appointed secretary of the drive for the Harvard University fund. Perkins is a prominent Bostonian and has been active in many public affairs.

STEEVES FREED FOR WIFE'S SUICIDE, FOLLOWING QUARREL WITH AUTO MANAGER

Frank H. Steeves, who was arrested on the charge of murdering his wife, Barbara, by shooting on Friday, July 18, has been freed.

WOMAN FACES "DRUNK" CHARGE FOR 35TH TIME

Lawrence, July 22.—Watling, police, says that a woman named Mary Jones has been charged with being drunk for the 35th time.

SAYS U. S. IS HOLDING LUMBER FOR MARKET

Washington, July 22.—Protest that the War Department is holding lumber for the market was made today by Senator Sherman of Illinois.

WOMAN'S SHOULDER BROKEN IN RUNAWAY

Waterford, Vt., July 22.—Mrs. N. E. Lord, aged seventy-five, was injured when her automobile was run over by a train.

DOG EAT GIRL TOPE HERO'S PRIDE

Aching Hearts in Yankee Division Over Troth of Gladys McIntyre

Many of the men in the Yankee Division are aching for the girl who has been taken by a dog. The girl's name is Gladys McIntyre.

While Everybody Is Sweltering, Up Goes Coal

This is a tough weather in the high cost of heat. Coal is higher at retail in Boston, most grades, especially the best, having advanced from 10 to 15 cents a ton.

Bay State Fishing, Officials Under Jail Sentence, Going Out of Business

Disappointed by the attitude of the courts toward the fishing industry, the Bay State Fishing Company is considering liquidating its business. The company has been in business for many years.

NEW PAID PAIS.

The new paid pais are being issued by the government. They are being issued to the holders of the old pais.

ITALY FIRST, U. S. LAST, IN INCREASED LIVING COST

The International News Service, London, July 22.—Italy is the first country in the world to experience a sharp increase in living costs. The increase is due to the war.

NEWTON RIDES ITSELF OF AN UNDESIRABLE

Robert Newton, a well-known actor, has been riding himself of an undesirable. He has been riding himself of an undesirable.

EAST BOSTON BOY HURT BY AUTO IN LYNN

Jermiah Hall, eight, of No. 123 Everett street, East Boston, was severely injured at Lynn today by an automobile.

NAME ON ALL REAL PAPERS, SAYS PELLETIER

In relation to the proposed name for the new city, Pelletier says that the name should be on all real papers.

NAVY SERVICE MEN TO GET "VICTORY" MEDALS

A service medal, to be known as the Victory Medal, will shortly be issued to all persons in the naval service who were on active duty in the war.

AUTO BANDITS ROB BANK MESSENGER OF \$45,000

The auto bandits who robbed the bank messenger of \$45,000 are being sought by the police. The messenger was on his way to the bank.

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FORD OPPOSED ROCKEY BREAKS DOWN SPEAKING OF MRS. EDDY

Eight-Day Grill of Manufacturer in Tribune Suit Is Finished

Mr. Ford is opposing the breaking down of Mrs. Eddy. He is opposing the breaking down of Mrs. Eddy.

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First Time Full Page of Remarkable Views, Americans Restoring Homes for Heroic French Folk In America

BOSTON AMERICAN Tomorrow

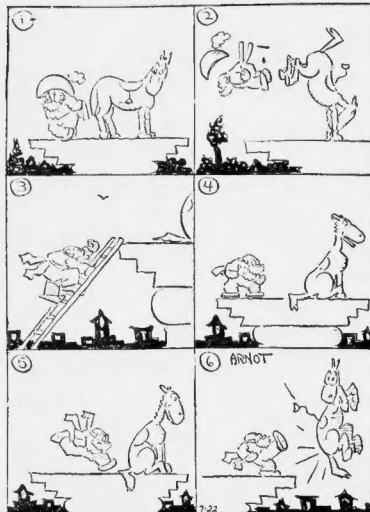
Krazy Kat

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THE GENERAL

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Kabibble Kabaret

Copyright, 1913, International Feature Service, Inc.—Registered U. S. Patent Office.

DEAR MR. KABIBBLE HOW MUCH SHOULD I GIVE MY HUSBAND EVERY DAY?

TEN DOLLARS A DAY—BUT MAKE HIM BRING BACK 8.95!!

BRINGING UP FATHER

Copyright, 1913, International Feature Service, Inc.—Registered U. S. Patent Office.



JERRY ON THE JOB

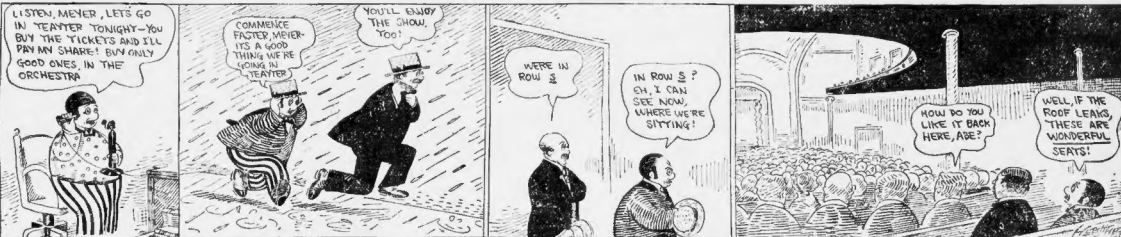
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No Thirty Days for This Lad

ABIE THE AGENT

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He Had Protection at Least

POLLY AND HER PALS

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Aunt Maggie Would Sink a Blimp

BOOBY HATCH

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Booby Gets a Bit of Advice

HON AND DEARIE

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Nobody Loves a Lover

Stocks Are Strong at Noon, After an Irregular Opening

CONDERS RICE BRICK MARKET

Oils Make Large Gains, Steels
Climb and Equipments
Follow

By W. H. ROSS.
Special Editor.

Stocks were strong at New York at noon, the upward movement which began in the first hour having continued. The market was particularly strong in the oil and steel groups, which were again as groups, while copper still required a further advance of the price of the metal. The leading stocks at 11 o'clock were as follows:

Stocks	Open	High	Low	Close
Am. Express	100	101	100	100
Am. Sugar	100	101	100	100
Am. Tobacco	100	101	100	100
Am. Cotton	100	101	100	100
Am. Oil	100	101	100	100
Am. Steel	100	101	100	100
Am. Copper	100	101	100	100
Am. Lead	100	101	100	100
Am. Zinc	100	101	100	100
Am. Iron	100	101	100	100
Am. Coal	100	101	100	100
Am. Rubber	100	101	100	100
Am. Glass	100	101	100	100
Am. Paper	100	101	100	100
Am. Textile	100	101	100	100
Am. Chemical	100	101	100	100
Am. Electric	100	101	100	100
Am. Telephone	100	101	100	100
Am. Railroad	100	101	100	100
Am. Marine	100	101	100	100
Am. Shipbuilding	100	101	100	100
Am. Ship	100	101	100	100
Am. Shipyard	100	101	100	100
Am. Shipowner	100	101	100	100
Am. Shipbroker	100	101	100	100
Am. Shipagent	100	101	100	100
Am. Shipyard	100	101	100	100
Am. Shipowner	100	101	100	100
Am. Shipbroker	100	101	100	100
Am. Shipagent	100	101	100	100

LOCAL TRADING TIME AND DULL

Copper Issues Have a Meagre
Response During the
Forenoon

A number of stocks were unchanged in price when the Boston market opened at noon. The market was particularly strong in the oil and steel groups, which were again as groups, while copper still required a further advance of the price of the metal. The leading stocks at 11 o'clock were as follows:

Stocks	Open	High	Low	Close
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Am. Lead	100	101	100	100
Am. Zinc	100	101	100	100
Am. Iron	100	101	100	100
Am. Coal	100	101	100	100
Am. Rubber	100	101	100	100
Am. Glass	100	101	100	100
Am. Paper	100	101	100	100
Am. Textile	100	101	100	100
Am. Chemical	100	101	100	100
Am. Electric	100	101	100	100
Am. Telephone	100	101	100	100
Am. Railroad	100	101	100	100
Am. Marine	100	101	100	100
Am. Shipbuilding	100	101	100	100
Am. Ship	100	101	100	100
Am. Shipyard	100	101	100	100
Am. Shipowner	100	101	100	100
Am. Shipbroker	100	101	100	100
Am. Shipagent	100	101	100	100

New York Stocks RANGE FROM THE OPENING UNTIL 12.15 AND THEN RISE

Prices on the New York Stock Exchange from the opening until 12.15 were as follows:

Stocks	Open	High	Low	Close
Am. Express	100	101	100	100
Am. Sugar	100	101	100	100
Am. Tobacco	100	101	100	100
Am. Cotton	100	101	100	100
Am. Oil	100	101	100	100
Am. Steel	100	101	100	100
Am. Copper	100	101	100	100
Am. Lead	100	101	100	100
Am. Zinc	100	101	100	100
Am. Iron	100	101	100	100
Am. Coal	100	101	100	100
Am. Rubber	100	101	100	100
Am. Glass	100	101	100	100
Am. Paper	100	101	100	100
Am. Textile	100	101	100	100
Am. Chemical	100	101	100	100
Am. Electric	100	101	100	100
Am. Telephone	100	101	100	100
Am. Railroad	100	101	100	100
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Am. Ship	100	101	100	100
Am. Shipyard	100	101	100	100
Am. Shipowner	100	101	100	100
Am. Shipbroker	100	101	100	100
Am. Shipagent	100	101	100	100

COOPER PRICE NEAR WALL FIGURE

Sells at 24 Cents and Expected
to Reach 30 This
Year

The price of copper is rapidly advancing in the face of the government's demand for the metal during the war, having sold at 24 cents at the opening of the market. The price is expected to reach 30 cents this year.

Boston Curb

Opening prices on the Boston Curb Exchange were as follows:

Stocks	Open	High	Low	Close
Am. Express	100	101	100	100
Am. Sugar	100	101	100	100
Am. Tobacco	100	101	100	100
Am. Cotton	100	101	100	100
Am. Oil	100	101	100	100
Am. Steel	100	101	100	100
Am. Copper	100	101	100	100
Am. Lead	100	101	100	100
Am. Zinc	100	101	100	100
Am. Iron	100	101	100	100
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Am. Shipyard	100	101	100	100
Am. Shipowner	100	101	100	100
Am. Shipbroker	100	101	100	100
Am. Shipagent	100	101	100	100

DORCHESTER BOARD OF TRADE OUTING TOMORROW

The seventh annual outing of the Dorchester Board of Trade will take place tomorrow at the Villa Maude, near the harbor.

ENGLAND MAY HAVE TO IMPORT COAL

Although the leading exporters of coal in the world, England may have to import coal in the future, as production is expected to be reduced.

CORPORATE MATURITIES FALLING DUE IN AUGUST

Corporate maturities falling due in August are expected to be large, and will cause a strain on the market.

Time Money in New York

New York City time money is expected to be strong, as the market is expected to be active.

Cotton Market Opens Steady

The cotton market opened steady, with prices expected to be strong.

Chicago Grain Market

The Chicago grain market is expected to be strong, as the market is expected to be active.

New York Sub-Treasury Gain

The New York sub-treasury is expected to be strong, as the market is expected to be active.

STREET RAILWAY INVESTMENTS

Investments in street railways are expected to be strong, as the market is expected to be active.

"OH MY DEAR" A TINEFUL COMEDY

By FRED J. MOISAC.
Dramatist.

"Oh My Dear" is the name of the first comedy produced by the Boston Theatre. It is a comedy in three acts, and is expected to be a success.

COMEDY SKITS FEATURE BILL AT KEITH'S

At Keith's, this week, two interesting comedy skits are featured.

STREET RAILWAY METHODS IN U. S. AND ENGLAND

After a close-up study of foreign street railway methods, an eminent American expert has returned.

Other Theatres

The program at the Metropolitan Theatre is expected to be strong.

BABY SHOW NEXT WEEK AT NORUMBECA PARK

Headlines of babies for next week are expected to be strong.

ATTRACTIONS AT THE HOME TOWN THEATRES

The latest and best attraction at the Home Town Theatres is expected to be strong.

Oil Exporting Company

The Oil Exporting Company is expected to be strong, as the market is expected to be active.

City Loans

City loans are expected to be strong, as the market is expected to be active.

BOOT AND SHOE BUYERS IN TOWN

Boot and shoe buyers are expected to be strong, as the market is expected to be active.

Pemberton Inn

The Pemberton Inn is expected to be strong, as the market is expected to be active.

Coming Attractions "FARAWAY" SCORING BIG SUCCESS

Last evening's performance of "Faraway" at the Plymouth Theatre was a success.

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Corner Basement Shop

The Corner Basement Shop is expected to be strong, as the market is expected to be active.

Real Estate-Auctions.

Real estate auctions are expected to be strong, as the market is expected to be active.

MORE PROGRESS!

Company now negotiating for additional acreage in Elk City, Kansas, field.

TEXACO OIL & GAS COMPANY

BOOKS CLOSE ON \$1.25 PRICE JULY 26th

ONLY 5 DAYS MORE IN WHICH TO GET STOCK AT THIS PRICE

Send your order today. Amount of advance will be announced later. Stock scheduled for listing on New York Curb Market.

C. G. GALBO & CO.

Leading New England Oil Specialists
148 State St., Boston, Mass.
Telephone-Richmond 365-365

DEATHS

[illegible][illegible][illegible][illegible]

Information Wanted.

POSITIVE IDENTITY or methods known by
present address, please write to MR. M. KAY,
107 N. BROAD STREET, BROOKFIELD, WAYNES-
BORO, Mass. (Important)

Legal and Public Notices

Justice of the Peace, Notary
ALWAYS ON DUTY AT COURT IN COURT ROOM
210 COLUMBIA ST., COR. ANTHEM
COURT PLAZA, NEWTON, MASS.
LAW OFFICE

NEW LAW OFFICE 28 Church st., Room 31—Specialist in collecting overdue bills and accounts. Also in all real estate matters to advise. Call write or phone MA 1259. Weekdays. Private Court cases.

Detectives.

Raymond Detective Service
400 Tremont st., Room 1, Licensed, bonded and insured. Detectives, investigators, private investigators, where a warrant for arrest or private investigation is required. Also in all real estate matters to advise. Call write or phone MA 1259. Weekdays. Private Court cases.

KNOW THE TRUTH
LICENSED AND BONDABLE—Investigation and Criminal Work—Detective Service—Phone and Telegram—BARRY DETECTIVE AGENCY, 100 Commercial St., Boston, Mass.

BUTLER'S prominent woman detective
OAKLAND, 42 Tremont st., Tel. 1180.

Adoption.

RIGHT adoption age, 24 years. Full and complete information regarding N. H. State. Address 75

The Boston American
Published daily except Sunday.
at 22 Summer St. Boston, Mass.
NEW

[illegible]

Restore the 5-Cent Fare

Mr. Henry B. Endicott, arbitrator, who settled the "L" strike, says that a ten-cent fare is justifiable on the Boston Elevated Street Railway. To quote him exactly:

The criticism of the trustees of the Boston Elevated Railway Company about the ten-cent fare is, in our opinion, unwarranted and unjustified, and we do not believe that the riding public has any right under private ownership, with the increased cost of everything in the way of material and the necessary advance in wages by reason of the increased cost of living, to be expected to be transported for any less than the present amount of fare. It was the plain duty of the trustees under the law to advance the fare to ten cents. They could have done nothing else, and no one has a right to criticize them for doing so.

The justification of a ten-cent fare by Mr. Endicott is based, of course, upon financial considerations. It has been called to our attention that he uses the words "under private ownership" significantly. We are inclined to attach significance to the use of the words because Mr. Endicott does nothing idly. At any rate, whatever the justification for a ten-cent fare may be under private ownership, it is not justified socially or economically.

Ten cents is too much for people to have to pay for transportation if we are going to develop our democracy as it ought to be developed and if we are going to use the vast machinery of our social organization to promote the health of our people, their morale, their happiness and their contentment.

WITH THE CONSTANT RISE OF THE COST OF LIVING, THERE IS NO REASON TO BELIEVE THAT THIS IS THE LAST TIME THAT THE MEN WILL DEMAND AN INCREASE OF WAGES AND, THEREFORE, THERE IS NO REASON TO BELIEVE THAT 10 CENTS IS THE MAXIMUM CHARGE THAT WILL BE MADE FOR RIDING ON OUR STREET RAILWAYS UNDER PRESENT CONDITIONS.

Last week the American approved of the decision of the Boston Elevated Street Railway Trustees to try the zone system. The zone system is a method by which the charge is proportioned to the distance ridden. The radiating lines of the railway are divided into sections and a unit of fare is charged for each section. For example, the man who rides one mile is charged, on the basis of 5 cents, 1 cent; two miles, 2 cents; three miles, 3 cents; four miles, 4 cents, and five miles, 5 cents, and so forth; or 5 cents might be charged for every three miles.

In our opinion this system is a bad system for an intelligent community, because it tends to congest the people into the cities, where the children are obliged to play in the streets amid automobiles, teams and filth and where the air they breathe is simply saturated with germs and dust. It is notorious that the mortality of children who grow up in these conditions is exceedingly high. The American said, last week, commenting upon the zone system last week:

The zone system is rather the European than the American method. The American method is to charge a flat fare, no matter how great the distance you ride. Under this system, of course, the man who rides a short distance makes the road a profit, and the man who rides the longest distance often, and in the case of the Elevated always, makes the road a loss which the short-distance rider has to make up.

Now, carrying a rider at a loss or rendering any public service to a citizen at a loss is not always an absurd or unjust practice. There are many advantages under some circumstances to be obtained from this practice. The United States government, for example, has always delivered certain classes of mail at a loss. Certain rather unintelligent citizens are fond of quoting the balance sheet of our great postoffice department as evidence that the government cannot run a business well. These gentlemen take very little stock in democracy any way, for when they learn that the income of a government enterprise has expenses, if they are to be honest in democracy they would seek a reason for it and not assume at once that it was an inevitable, inherent failure.

The truth is that the government deliberately pursues a policy of carrying certain classes of mail at less than cost on account of the social advantages which flow from this practice. Our government does not run its business for profit except in terms of money, but for the greatest good of the greatest number, and we have wisely regarded it as worth more than its cost to carry mail to the isolated farmhouses in order that we may keep the man on the distant farm well informed and intellectually as near to his neighbors as possible, that we may have an intelligent and homogeneous citizenship. So with our bridges and our roads, our public schools, our fire and police systems. We do not charge everybody who enjoys these functions of an intelligent and progressive government the full cost of the service which he receives.

But there is this difference between the service rendered by the postoffice, by the public schools and by the street railway. While the government supplies a certain class of mail for less than cost, yet it does not charge the loss up to the other users of the mail. The government pays the loss out of general taxation, so that all the citizens benefit from the advantages which come from the cheap service rendered at less than cost; so all the citizens are required to pay for it.

Yet under our system of charging for street railway service we make the short-distance rider pay not only

the cost of carrying the long-distance rider at less than cost, but we make him pay all the cost of relieving the public streets, the automobilists and the teams and the pedestrians who use the streets; by making the short-distance rider pay all the cost of the subways, which originally were conceived, not for the benefit of the rider, but to relieve the downtown streets of an intolerable congestion.

If our memory serves us, the average distance which the Elevated carries its passengers is something over five miles. Upon this basis we are informed that a carfare based upon a mileage rate and upon the mileage charge of the average street railway would be on the Elevated twelve cents, for the average haul of the Elevated is very much longer than on other street railways.

But it is obviously senseless and unjust to require the man who rides the short distance to pay for whatever social advantages may be considered to accrue from the long-distance rider for less than cost. While the short-distance rider benefits by the tendency of low fares for long distances to spread population out into the suburbs and to give the children fresh air and sunshine and green grass and open spaces in which to play, yet the short-distance rider receives the benefit conferred on the long-distance rider because the short-distance rider is a member of the community and NOT BECAUSE HE IS A RIDER. But he receives no GREATER benefit than the AUTOMOBILIST or the PEDESTRIAN, and he should not be required to pay any more.

If Massachusetts were wise she would take over all her street railways, own and operate them, so that there would be no suspicion that any private interests had any connection whatever with the management of the roads, AND THEN REDUCE THE FARE TO FIVE CENTS, paying any loss during this period of high prices out of general taxation. This is nothing revolutionary or unprecedented. It is merely progress in the same direction in which we have been progressing for the last hundred years. Not so many years ago private companies built our streets and charged a toll for their use very few miles, built our bridges and charged a toll for their use. Education was private and the people had to pay to go to school just as you pay to go to a theatre. Water was supplied to us by private companies. Men used to hire private policemen for protection, and governments used to hire mercenary soldiers. Men went into the business of soldiering. They would gather together bands of fighting men at so much a head and hire them out to some government, taking a profit on their use. Gradually the folly of all this sort of thing dawned upon the governments and one by one the police and the military protection, the water supply, the supply of education, the bridges, the streets have all been taken and made a part of the functions of the government itself, and in Europe the railroads, the street railways, the gas and electric light companies have passed into government hands in the same way.

We do not make the man who works or the business man who sends his teams over the streets or the automobile trucks, or automobiles generally, pay the cost of maintaining the streets any more. There is no reason in the world in logic why we should make the persons who ride on the street railway pay for this service or, at least, pay the full cost of it, when by paying that cost we are going to aggravate bad social conditions.

Tom Johnson, Mayor of Cleveland, made his fortune out of street railways and, after years of struggle, gave the City of Cleveland a street railway which was enabled to serve her citizens for a three-cent fare. Tom Johnson declared that a street railway ought to be like a public highway or an elevator in a public building, absolutely free of charge.

Mr. Ralph S. Bauer of Lynn, who has patriotically given a great deal of time and spent much money in the investigation of street railway conditions and who brought Peter Witt, the manager of the Cleveland Street Railway, to Boston at his own expense to study conditions here, has introduced a bill by which the public takes over the street railways and abolishes carfares. Now, whether this is too long a distance for one jump we do not express an opinion, but certainly the fares ought not to be over five cents.

But if old-foginess is still to dominate our public counsels and we are going to continue to stick in the mud with our transportation problems, there is nothing left except the zone system, with its tendency to congest and make more wretched our city population; to deny our children the benefit of fresh air and sunshine, open spaces and green grass; with its tendency to throw out of joint the intricate mechanism of the social order that we call a city, which is based upon a flat fare and upon a long haul for less than cost. It is going, of course, to upset business, though perhaps not permanently, and it will tend toward other evils. But it is not so unjust as a ten-cent or higher fare, which places all the burden of carrying the long distance rider for less than cost upon the short distance rider.

Lest We Forget



Ye TOWNE GOSSIP

By K. C. B.

WILL SOMEBODY.
PLEASE TELL me.
WHY IT IS.
IF I put a slug.
IN A slot machine.
AND GET some gum.
I CAN be arrested.
AND SENT to jail.
BUT IF it happens.
I PUT in a nickel.
AND THE machine doesn't work.
AND I don't get anything.
THAT THERE'S nothing at all.
THAT I can do.
EXCEPT GET sore.
AND BESIDES the sum.
THERE'S THE slot machine.
THAT TELLS your weight.
AND THE other day.
IN A city hotel.
I GOT on one.
AND DROPPED a nickel.
AND THE needle thing.
THAT RUNS around.
JUST SHIVERED a little.
AND NEVER moved.
NOT EVEN a pound.
AND A boy was there.
IN A uniform.
AND A great white broom
WITH WHICH he attacks.
THE HOTEL guests.
AND I asked the boy.
WHAT THE matter was.
AND FOR a while broom boy
HE WAS very bright.
AND MADE reply.
"I GUESS it don't work."
AND THAT same thing.
HAS BEEN happening to me.

FOR SUCH a long time.
THAT I'VE made up my mind.
WHEN THE weather gets cool.
TO START out some day.
AND KEEP on going.
TILL I find someone.
WHO KNOWS the name.
OF SOMEONE else.
WHO HAD once been told.
THE NAME of a man.
WHO KNEW someone.
IF HE could be found.
WHO MIGHT be able.
TO ENLIGHTEN me.
AS TO where I could find.
A MAN, woman or child.
WHO MIGHT happen to know.
THE NAME of some man.
WHO HAS something to do.
WITH THE slot machines.
AND AFTER that.
I'D GO find the man.
AND I'D tell him a tale.
OF THE post up rage.
THAT WAS stored in me.
AND I'd give him a chance.
TO TAKE me out.
AND BUY me some gum.
AND HAVE me weighed.
TILL I weigh a ton.
I'D EITHER do that.
OR I'd let some stock
IN THE slot machines.

I THANK you.

The Frog Pond

By Morton Birge
THE ACID TEST

The makers of clothing for men now announce a pocket that cannot be picked. That's bound to defy the most adept and sly who ever a pocketbook nicked. A man will be safe in that kind of a suit from "lifters" and "dippers" The luckiest crash in the home-going rush won't help the bold pick-pocket much. That sounds pretty good but it's not the real test of making a pocket secure. A man who is well-so it often is said—feels none of his money is sure. THE kind of a pocket that's yet to be built—enriching its maker for life—is one that will keep, when a man is asleep, his money away from his wife.

BLAME IT ON FATHER!

Auntie told Betty, two and one-half years old, a bed-time story. The next day Betty recited the story to Mamma, after her own startling fashion, thus: "And the man didn't have enough for his little boy and girl to eat. So he took them out in the woods and left them there. Damned!"

DISAPPEARING MINORITY

One of the Boston money regulations which will be pretty well observed is that one harrising intoxicated persons from riding

SHOULD HAVE STAYED OVER

An estimate old gentleman of Chicago arrived in Boston Wednesday to visit friends. On his first day here he paid a ten-cent railway fare for the first time in his life. He expressed himself thereon. The next day he couldn't find a trolley for a dime or any price. He left that day for New York.

WOULDN'T IT THOUGH?

Advance stories of the coming styles for men continue to be thrilling. One paragraph reads: "No departure in the present style of trousers will be noticed."

Letters to the Editor

Price of Coal

I have seen reference in your paper to the coal situation at various times. I have noticed lately the large advertisements that the National Coal Association are putting in the various papers. As I assume you are representing the people as a whole rather than any individual class, I am writing to ask whether it would not be well to put the question fairly up to the coal people, that if they wish to induce business, for obvious reasons, that the way to do it is to reduce the price.

Formerly each coal dealer ordered his coal from the knowledge he had of his customers' requirements. Probably as an inducement for these customers to take their coal early, and so give more storage room for the dealer, they made a lower price in the spring than later in the year. I believe the price used to advance after May 1 about 50 cents per ton.

This year, apparently by some preconcerted arrangement, cards were sent out, but they were of little value, as the companies would not accept orders at those prices unless they could be delivered immediately, and if they could not be delivered at once, the price at the time of delivery was the price to be paid.

This is why I believe the consuming public are holding off their orders. They do not know the price. I have also been credibly informed that the reason the price is so high is that the miners have stopped production in order to keep the price up. Hereafter dealers and mine owners stored some of the coal at the dealers for the benefit of the public. Apparently even at the high price prevailing, this is not being done, but like the glass people a shutdown is ordered in order that there may not be an overproduction and consequently a reduction in price.

D. F. BARBER.